

# BookletChart™



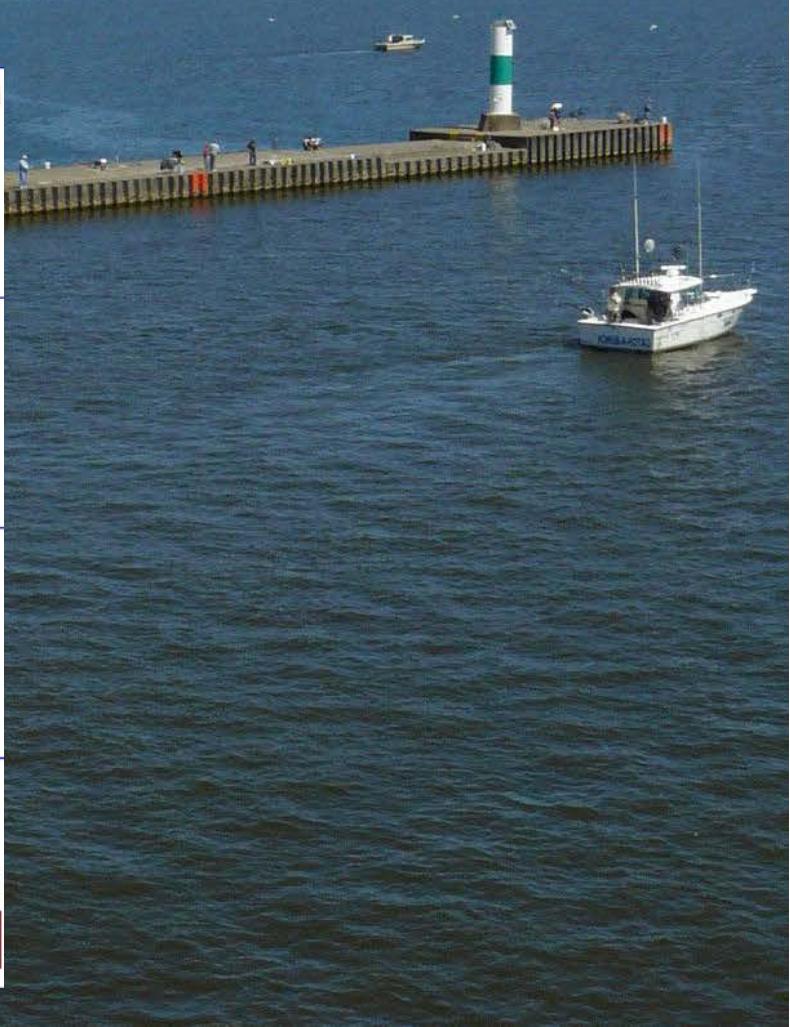
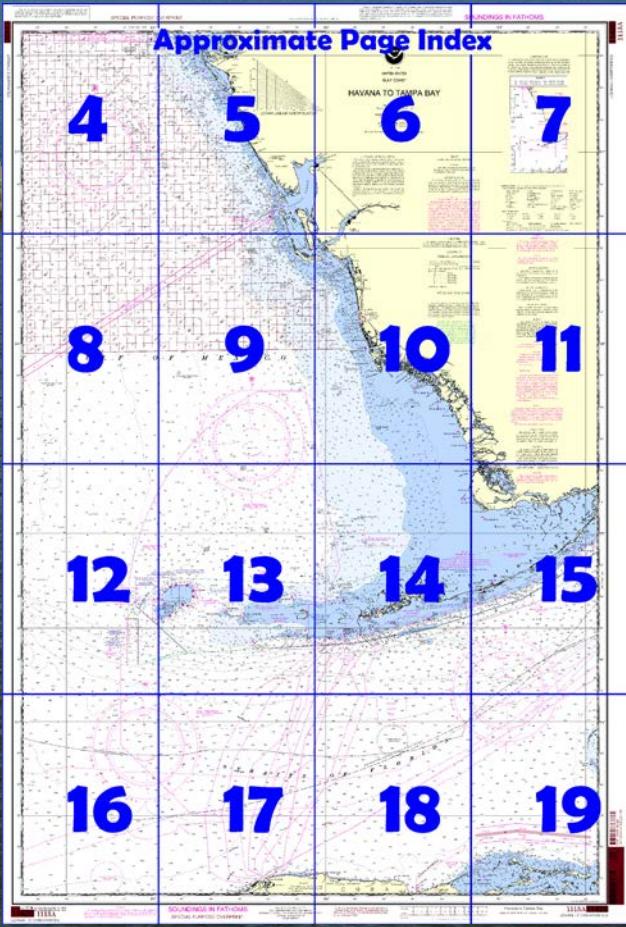
## Havana to Tampa Bay NOAA Chart 1113A

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
**[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)**  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

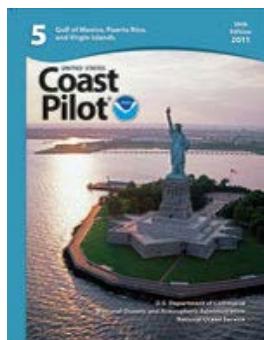
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/coastpilot\\_w.php?book=5](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=5).



### (Selected Excerpts from Coast Pilot)

The coast, for nearly 115 miles, from Key West to San Carlos Bay is low, sandy, and generally wooded. Innumerable small islands and keys, interlaced by many small rivers and bayous, make up Everglades National Park and the Ten Thousand Islands. From San Carlos Bay N to Tampa Bay the coast is made up of nearly straight sandy beaches of the barrier islands. The Florida Keys comprise a chain of low islands along the SW coast of the Florida

Peninsula extending W in a wide arc to the Dry Tortugas. The keys are mostly of coral formation and are generally covered with dense mangrove, though some have stands of pine and a few have coconut groves. **Florida Keys National Marine Sanctuary**, a Marine Protected

Area (MPA), surrounds the keys from Biscayne Bay to Dry Tortugas. On the straits side of the keys, and at an average distance of 5 miles, are the Florida Reefs, a dangerous line of shoals which extend along the entire length of the chain. The reefs are particularly hazardous because they do not break in smooth weather and few of them are exposed. The water shoals abruptly between the reefs and along their outer edges. When approaching the reefs from seaward, their proximity usually is indicated by a change in color of the water from deep blue to light green or by the bank blink, described in chapter 3. However, too much reliance should not be placed on such indications. Lights and daybeacons facilitate navigation along the reefs in clear weather, but soundings should be resorted to in thick weather. Depths of 50 fathoms indicate a distance of 2 to 3 miles from the reefs, and great caution should be used in approaching closer. Fogs are infrequent in this area. The water always becomes milky following windy weather. The usual color is bluish green on the reefs, while the rock patches are dark, shading through brown to yellow as they approach the surface. Sand patches are bright green. Grass patches at depths of 10 to 15 feet have the appearance of rocks. With the sun astern, the line marking deep water and the edges of reefs is surprisingly clear from a position aloft. The Florida Keys Particularly Sensitive Sea Area (PSSA) is an IMO-designated zone that encircles the sea area around all of the Florida Keys. The PSSA includes the entire Florida Keys National Marine Sanctuary as well as Biscayne National Park at the northeastern end of the keys. The PSSA has been established to protect the exceptional values of the sea area around the Florida Keys from possible damage by international shipping activities. The PSSA includes the Tortugas Ecological Reserve, which was established in 2001 to protect nearly pristine coral formations and habitat in the Sanctuary. The coral resources within the Reserve are especially vulnerable to possible damage from shipping activities.

**Weather.**—Along the coast from Key West to Tampa Bay, the major weather hazards include tropical cyclones, thunderstorms, and cold fronts. Tropical cyclones, which can occur in any month, are mainly a threat in June, August, September, and October. Seventeen tropical cyclones have approached the coastline between Key West and Tampa Bay since 1950. The chance of a tropical cyclone encounter decreases along the W coast, N to Fort Myers and Tampa Bay. Thunderstorms develop on about 60 to 80 days annually along this section of the coast. They are least likely near Key West and most likely in the Tampa Bay area. While they can occur at anytime, they are most likely from June through September, during the late afternoon and evening hours; at sea they frequently occur at night. During the summer months, thunderstorms are observed on about 10 to 20 days per month. From fall through spring, cold fronts occasionally reach these waters generating strong, gusty winds which kick up rough seas. While gales are infrequent, winds of 28 knots or more occur about 1 to 2 percent of the time off Key West and 2 to 3 percent of the time off Fort Myers. Wave heights of 10 feet or more are encountered 1 to 3 percent of the time in the S compared to 3 to 5 percent off Fort Myers. Visibilities are usually good, particularly off Key West. Farther N, they drop below 2 miles about 1 percent of the time from December through April. Along the coast, a shallow ground fog may form, but this usually dissipates with the rising sun.

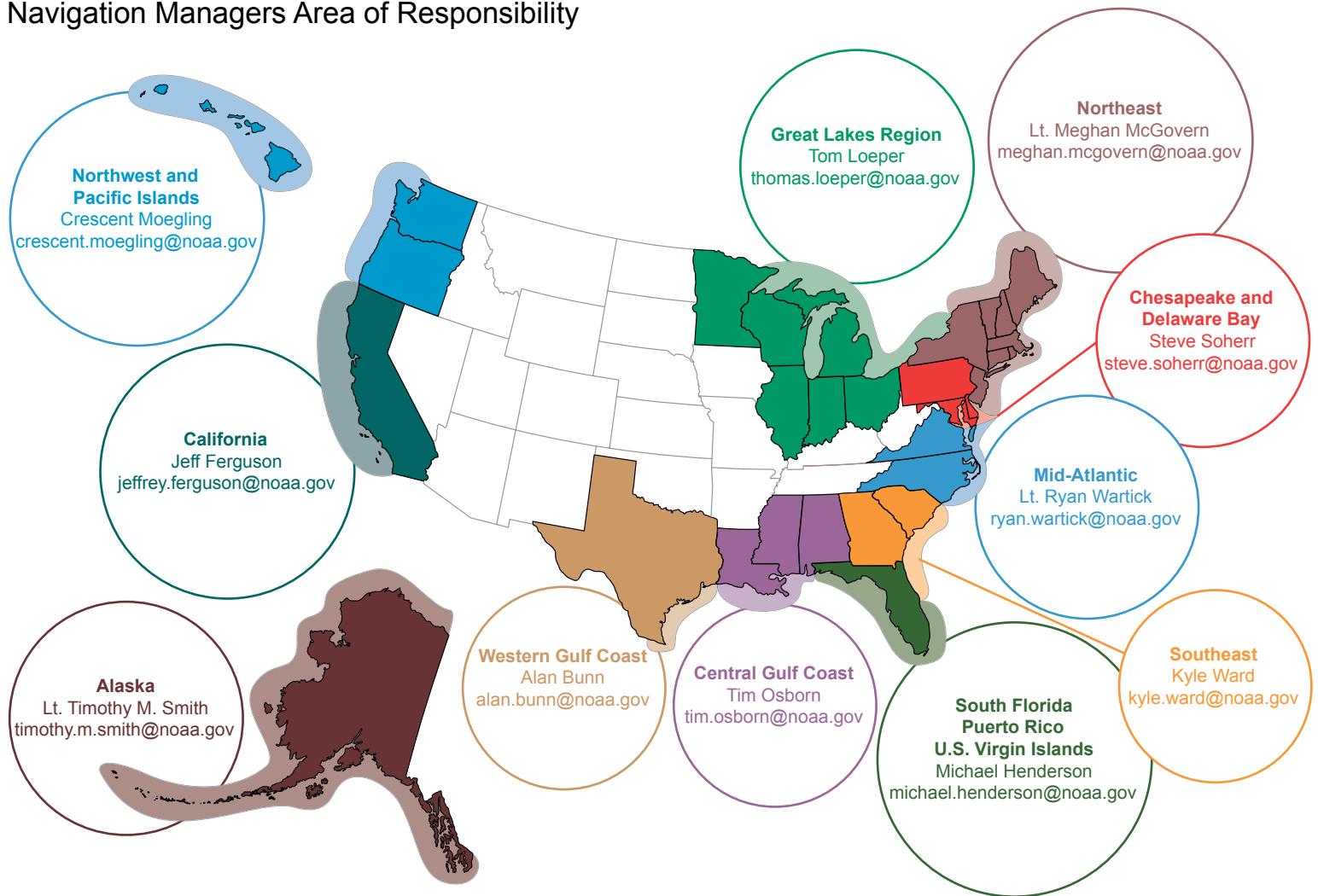
**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

8th CG District (504) 589-6225  
New Orleans, LA

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

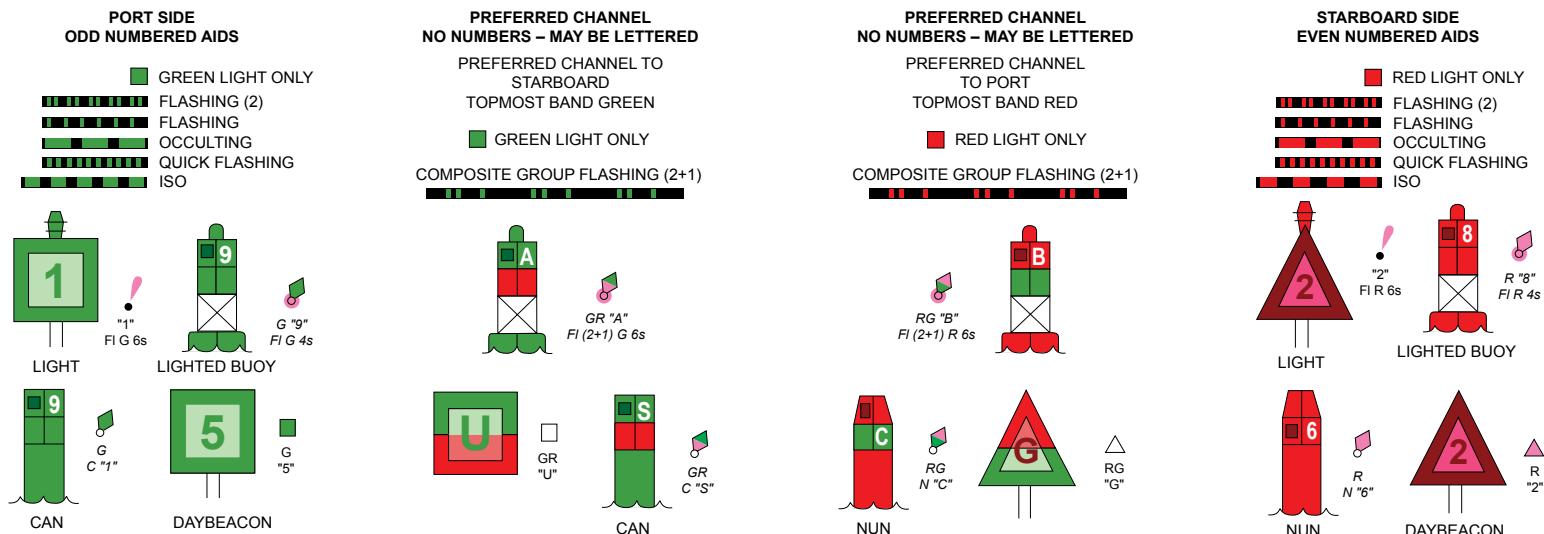
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

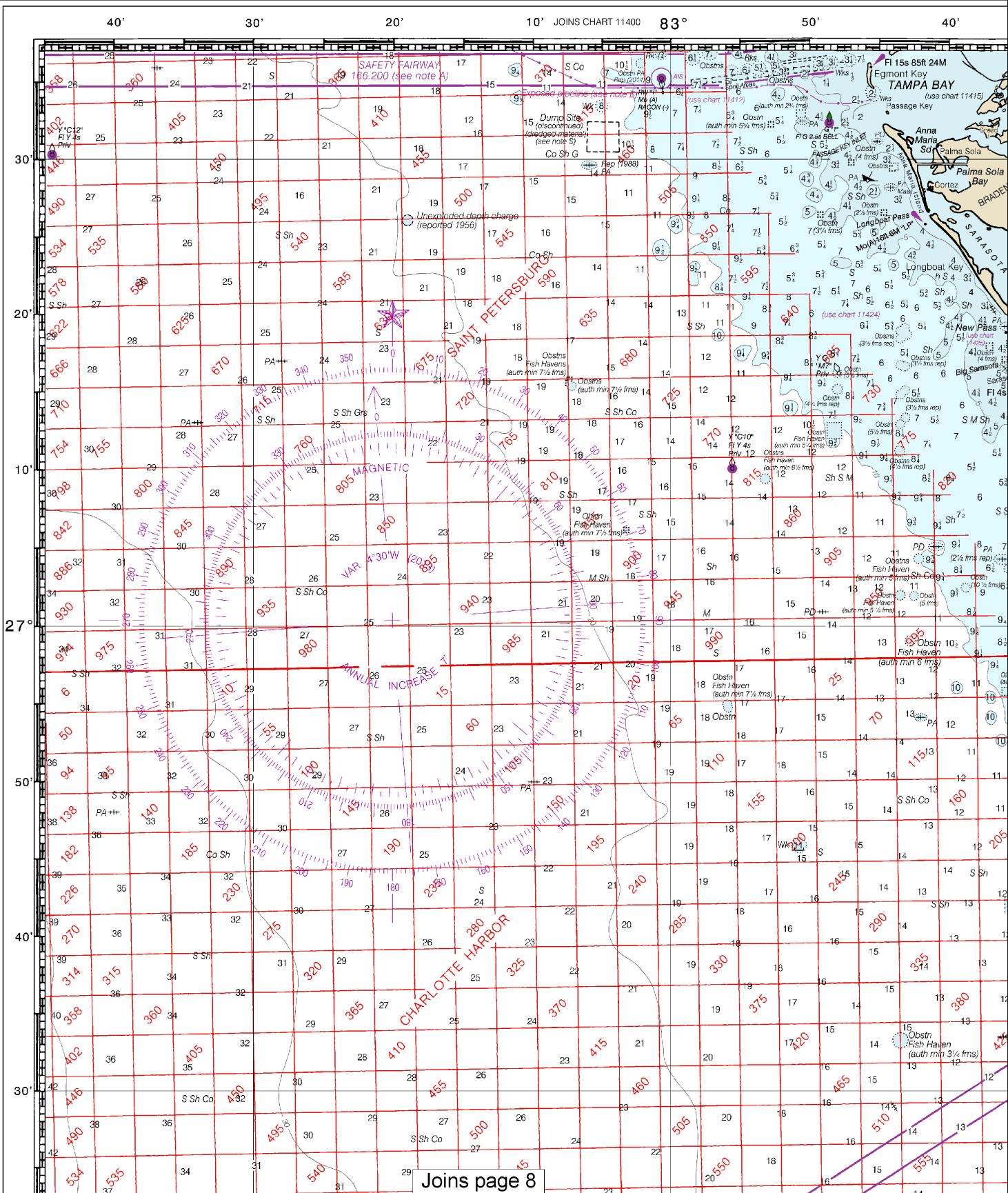
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

## SPECIAL PURPOSE OVERPRINT

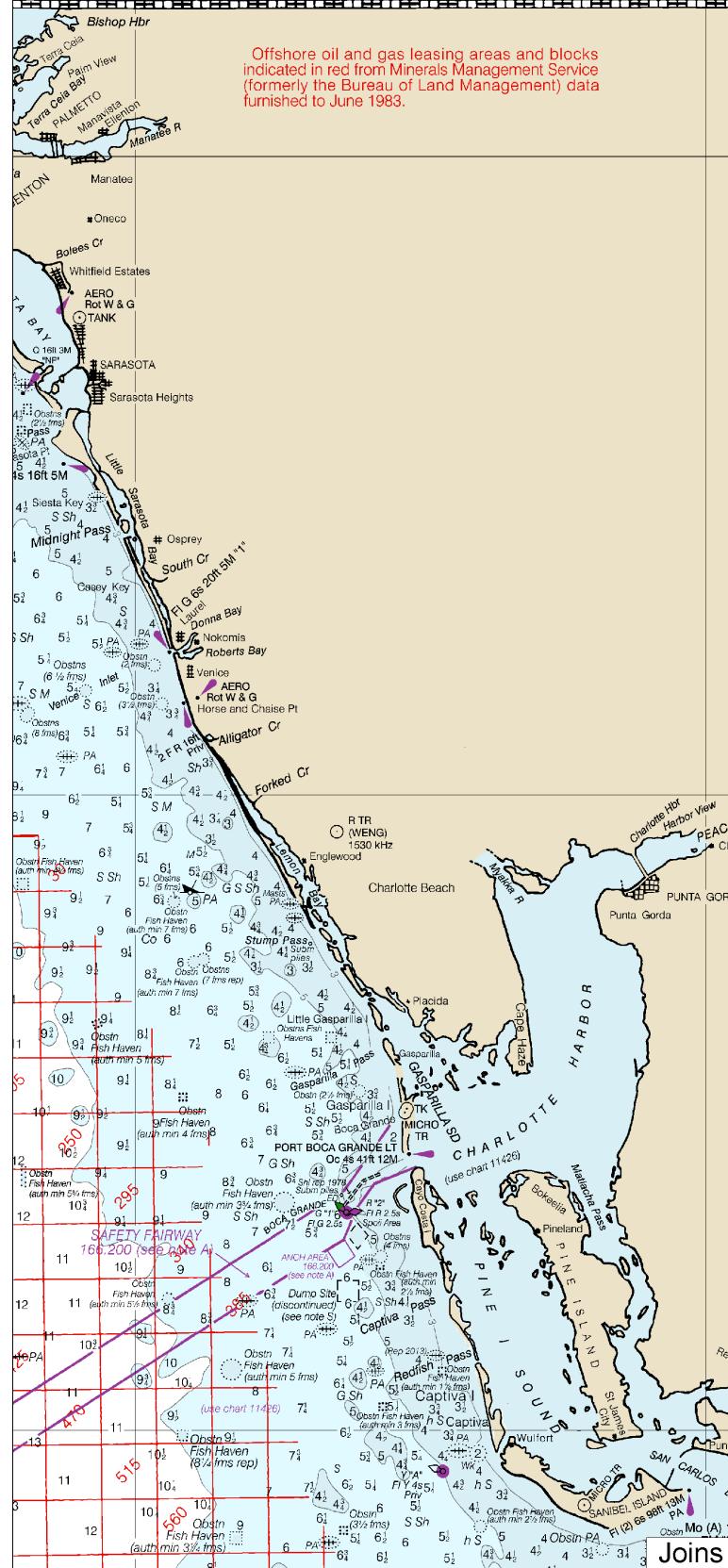
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Note: Chart grid lines are aligned with true north.

30° 20° 10° 82° 50° 40° 30°



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
GULF COAST

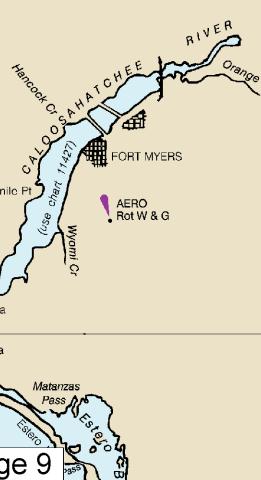
## HAVANA TO TAMPA BAY

Mercator Projection  
Scale 1:470,940 at Lat 25° 30'North American Datum of 1983  
(World Geodetic System 1984)SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATERAdditional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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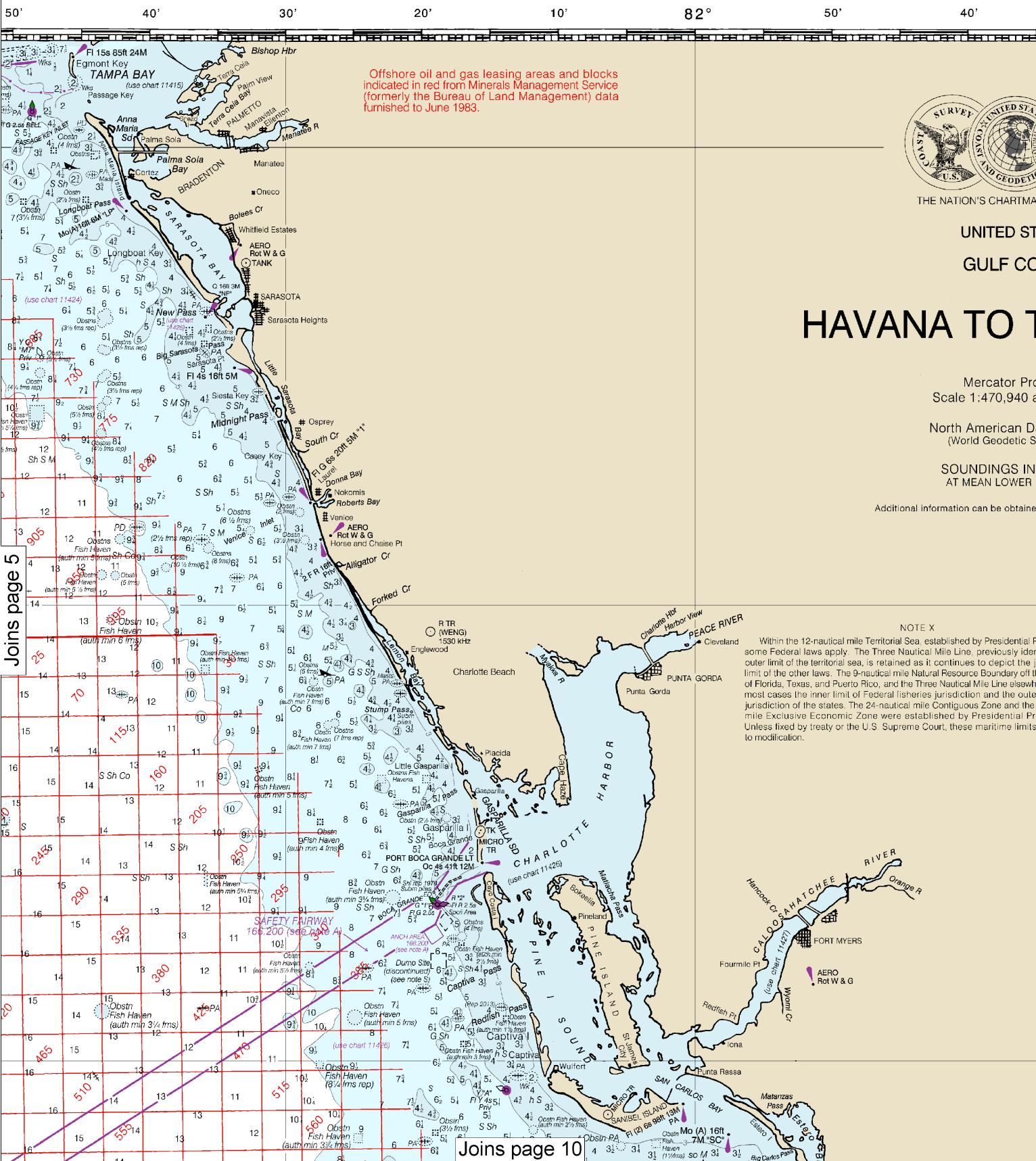
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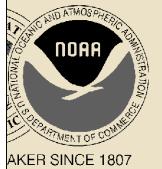
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This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:627920. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

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# SOUNDINGS IN FATHOMS



TATES  
COAST

## TAMPA BAY

ojection  
at Lat 25° 30'

Datum of 1983  
System 1984)

IN FATHOMS  
LOW WATER

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### HEIGHTS

Heights in feet above Mean High Water.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

### NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/)

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

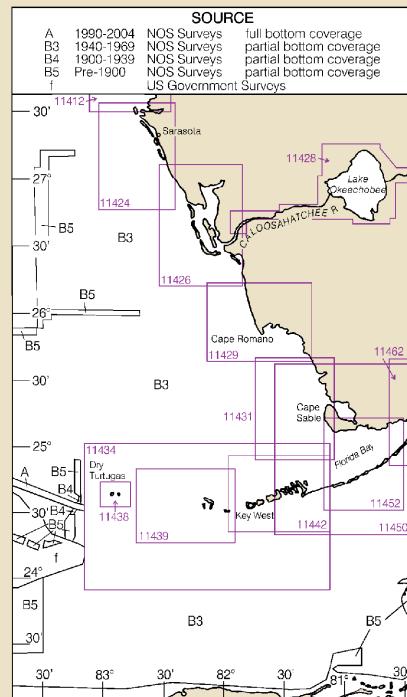
### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may

### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.



### ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
AI alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		Rn radio beacon	Y yellow

### Bottom characteristics:

Blck boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rp reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

### NOTE B DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

### NOTE

The Traffic Separation Scheme on this chart is approved by the International Maritime Organization (IMO).

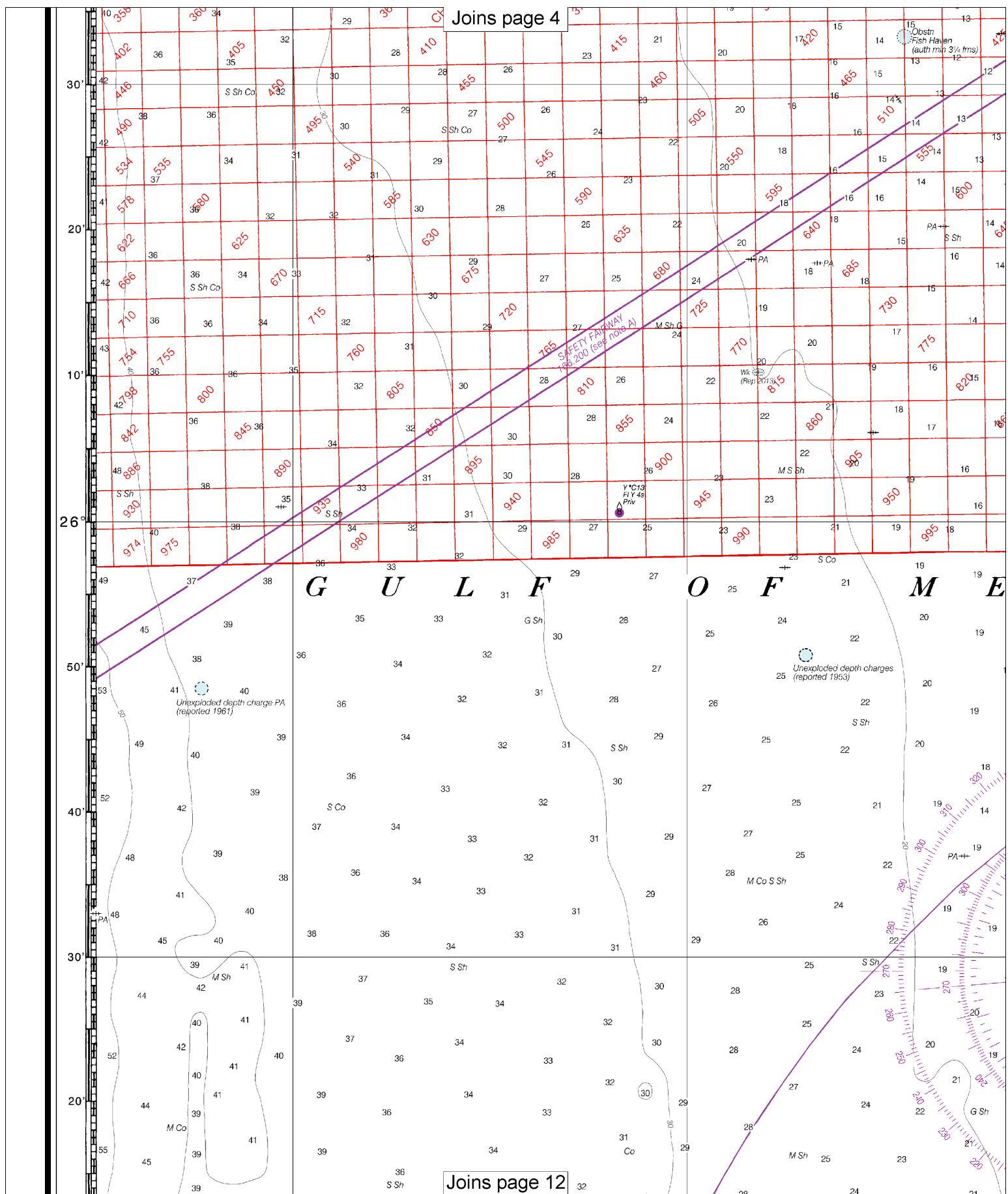
Joins page 11

AIDS TO NAVIGATION

Last Correction: 11/28/2016. Cleared through:  
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

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Note: Chart grid lines are aligned with true north.

<http://www.epa.gov>

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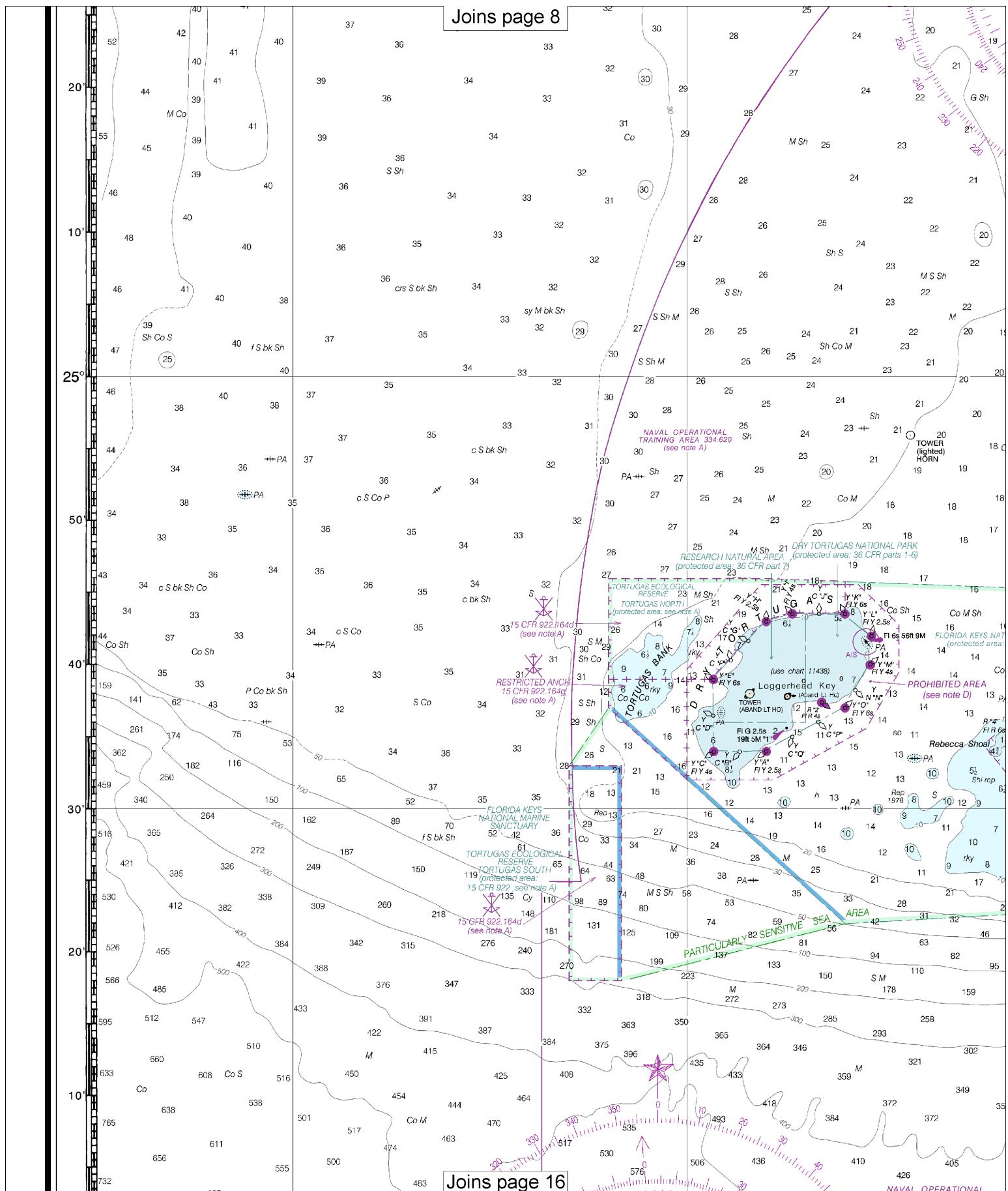
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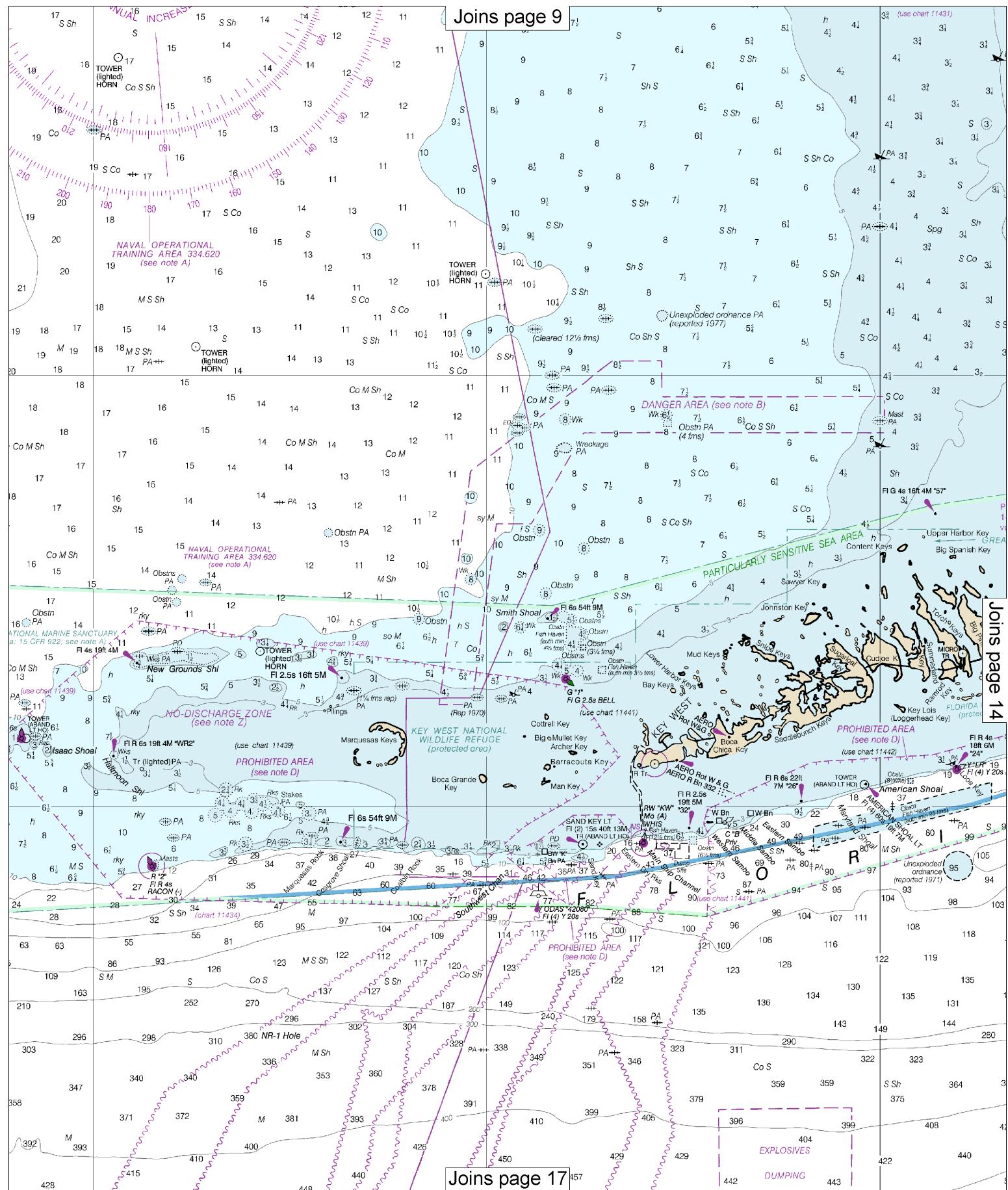
Note: Chart grid lines are aligned with true north.

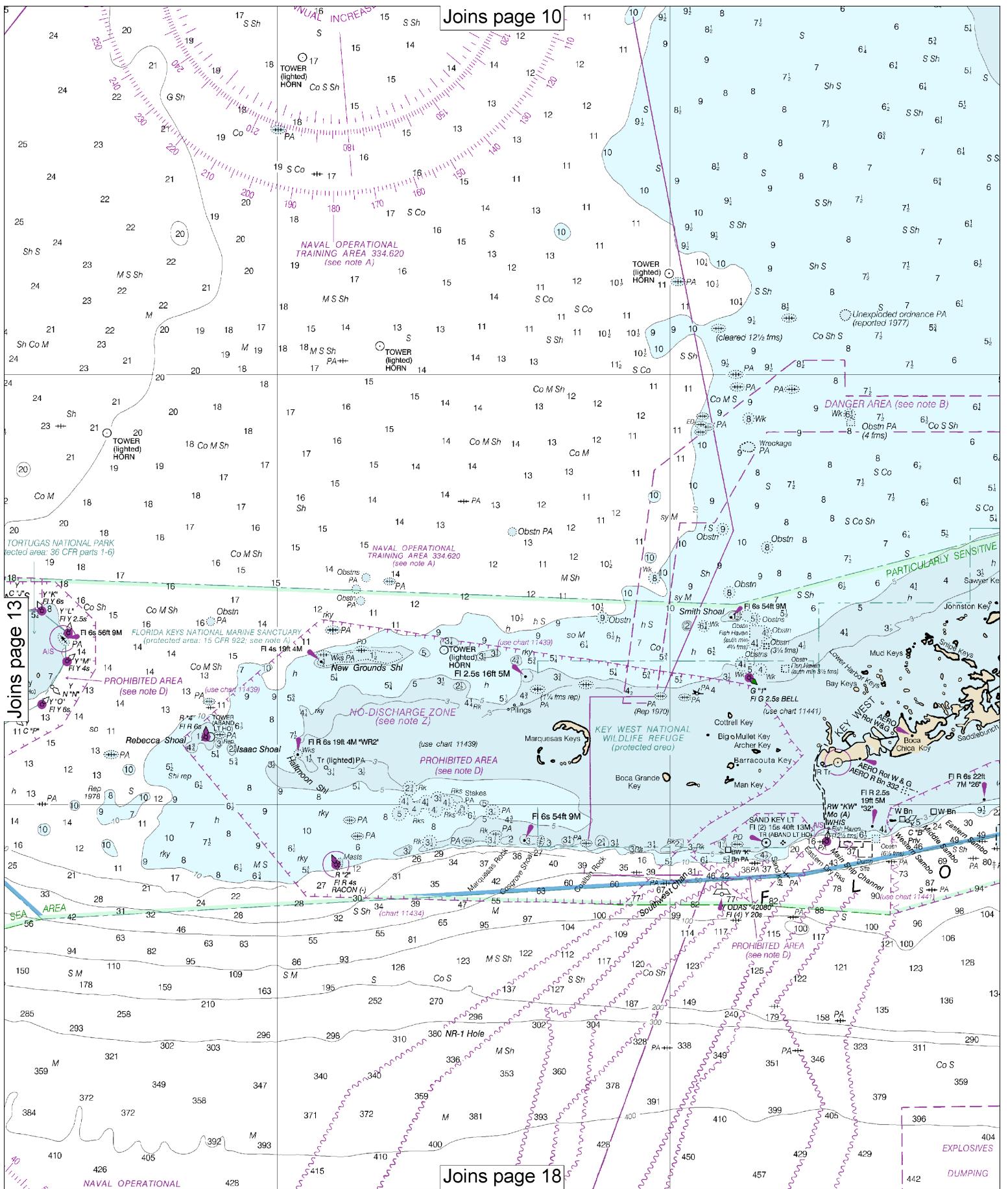




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Note: Chart grid lines are aligned with true north.



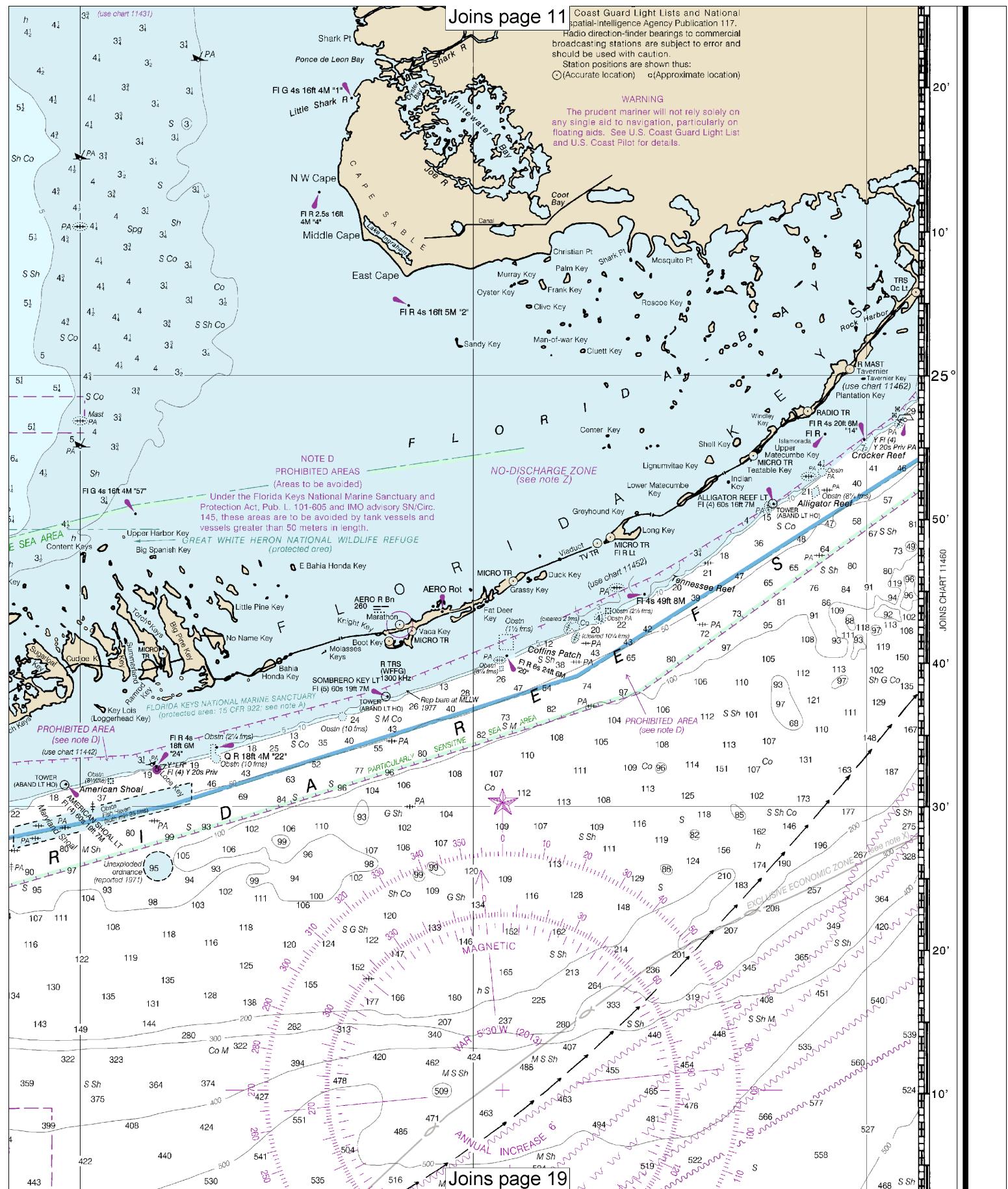


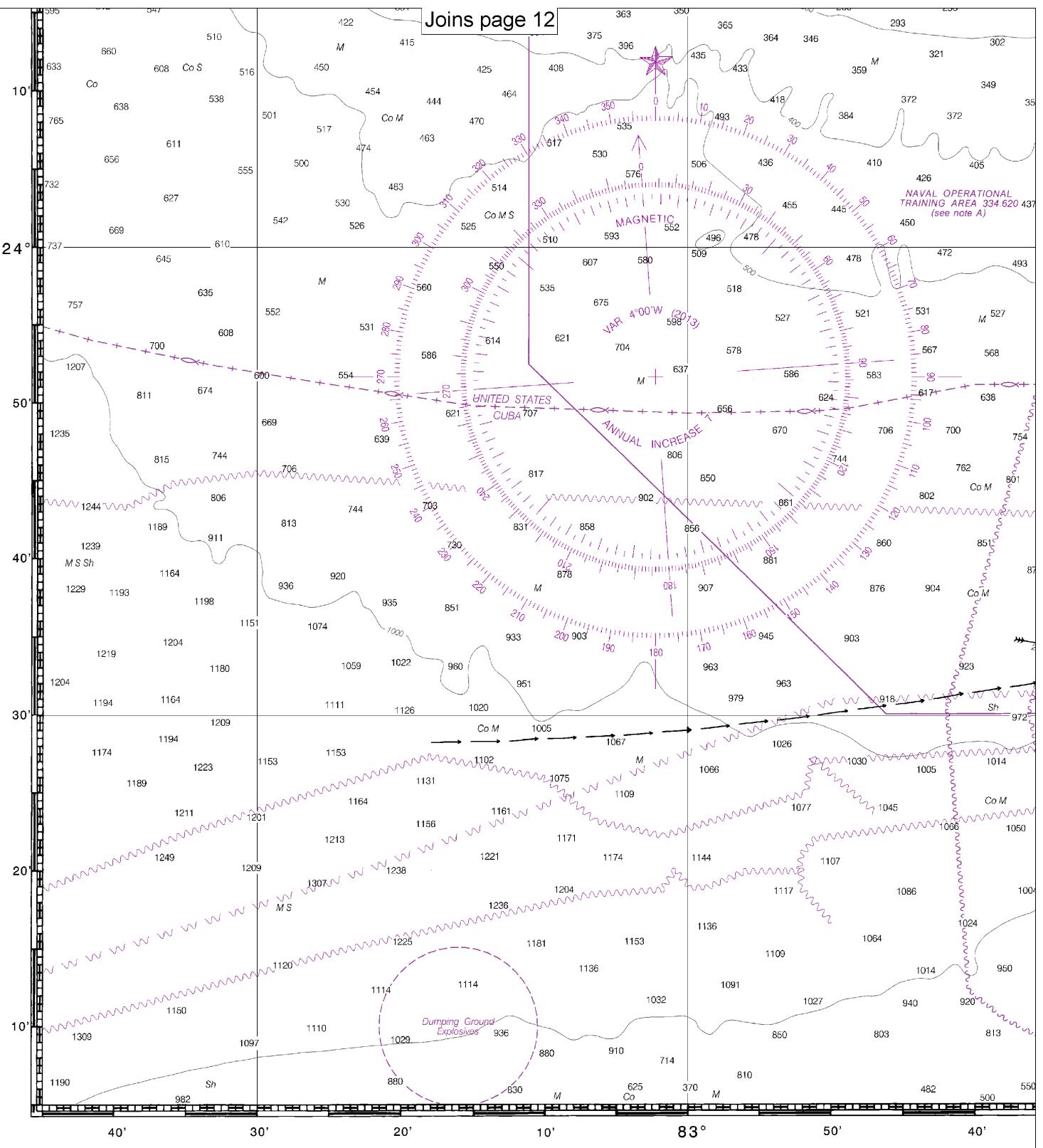
# Joins page 11

Coast Guard Light Lists and National  
spatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial  
broadcasting stations are subject to error and  
should be used with caution.  
Station positions are shown thus:  
○(Accurate location) □(Approximate location)

## WARNING

The prudent mariner will not rely solely on  
any single aid to navigation, particularly on  
floating aids. See U.S. Coast Guard Light List  
and U.S. Coast Pilot for details.





30th Ed. Feb 2013

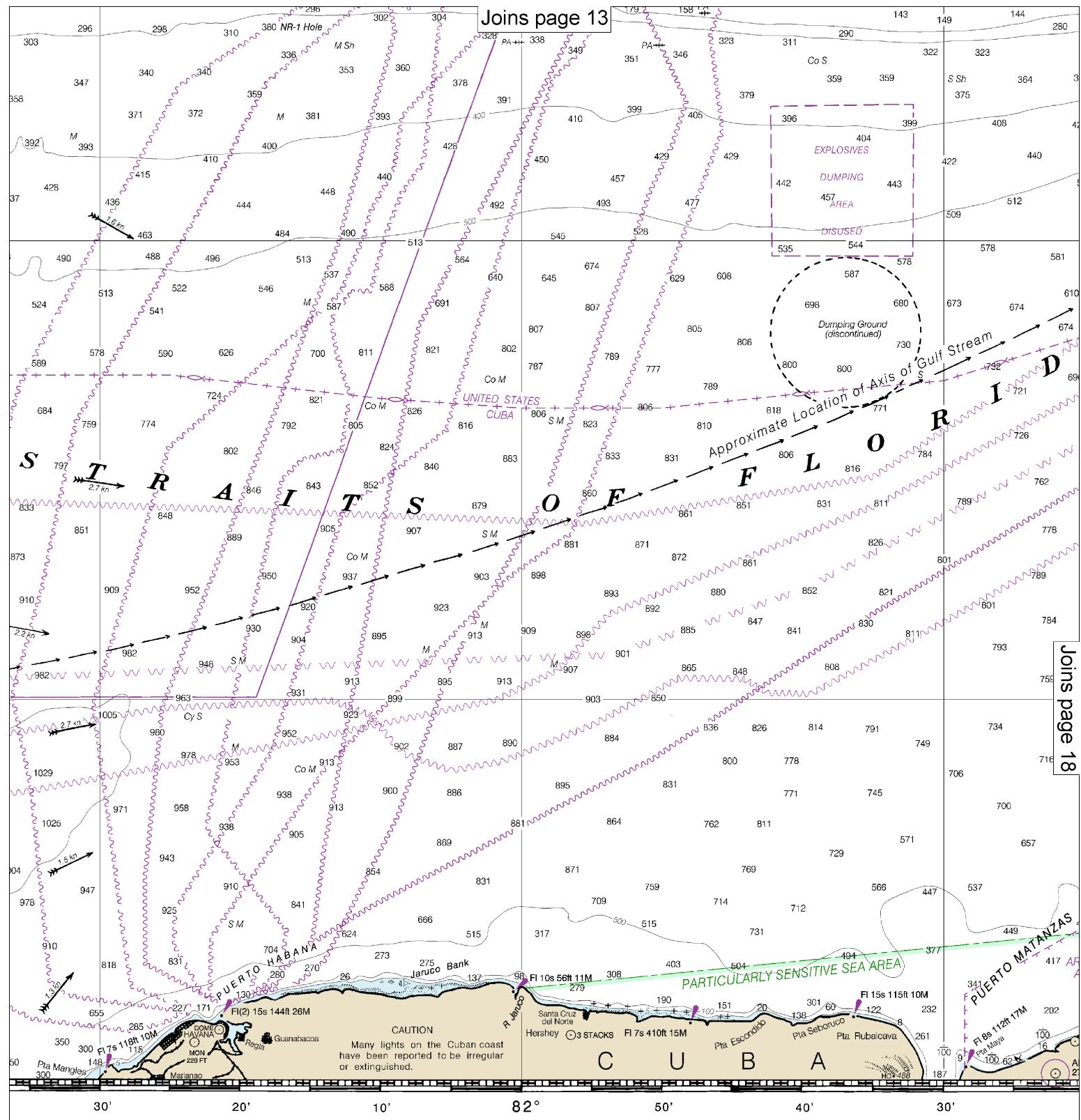
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Last Correction: 11/28/2016. Cleared through:  
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOUNDING  
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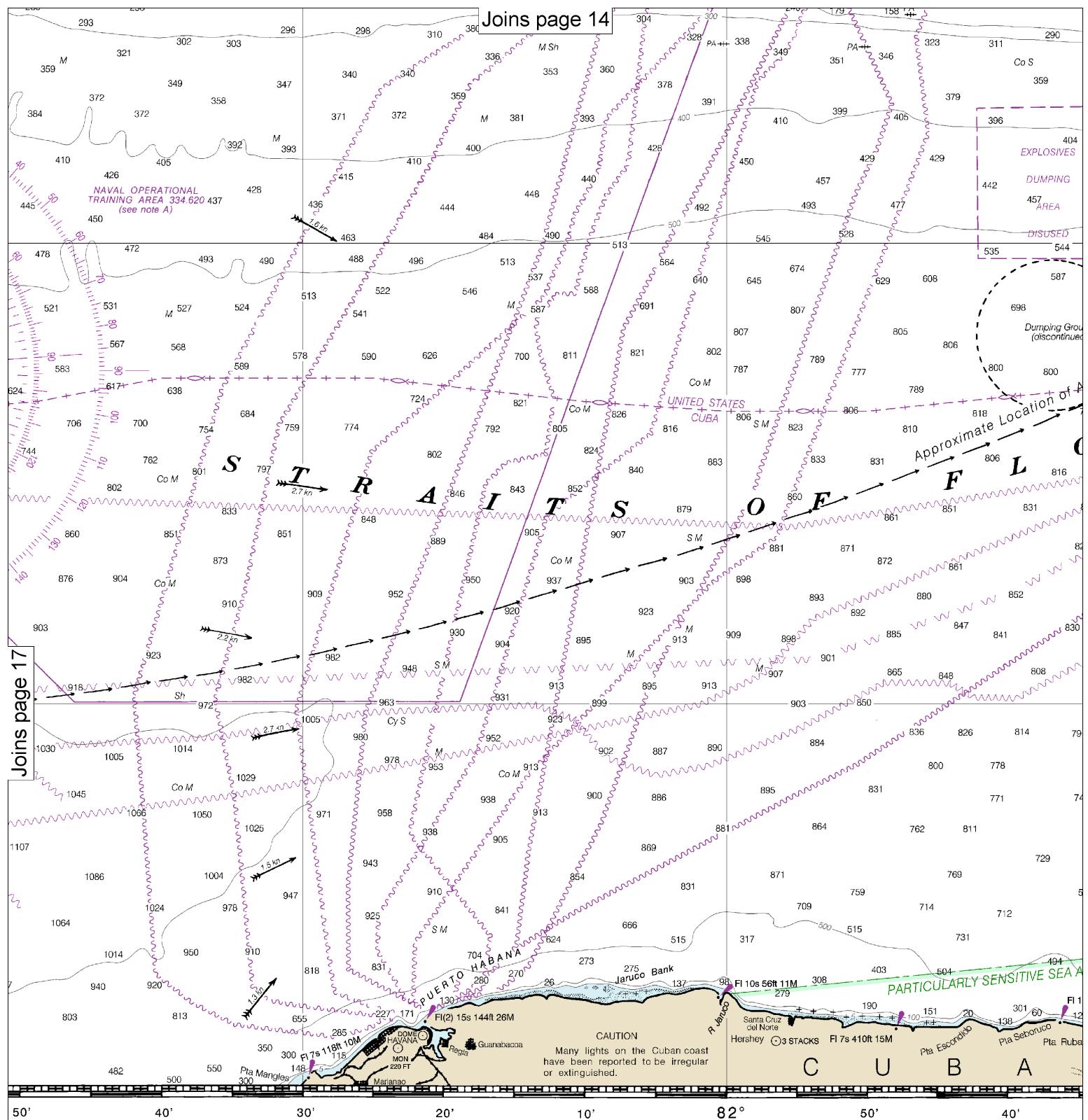


GS IN FATHOMS  
PROSE OVERPRINT

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to June 1983.

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

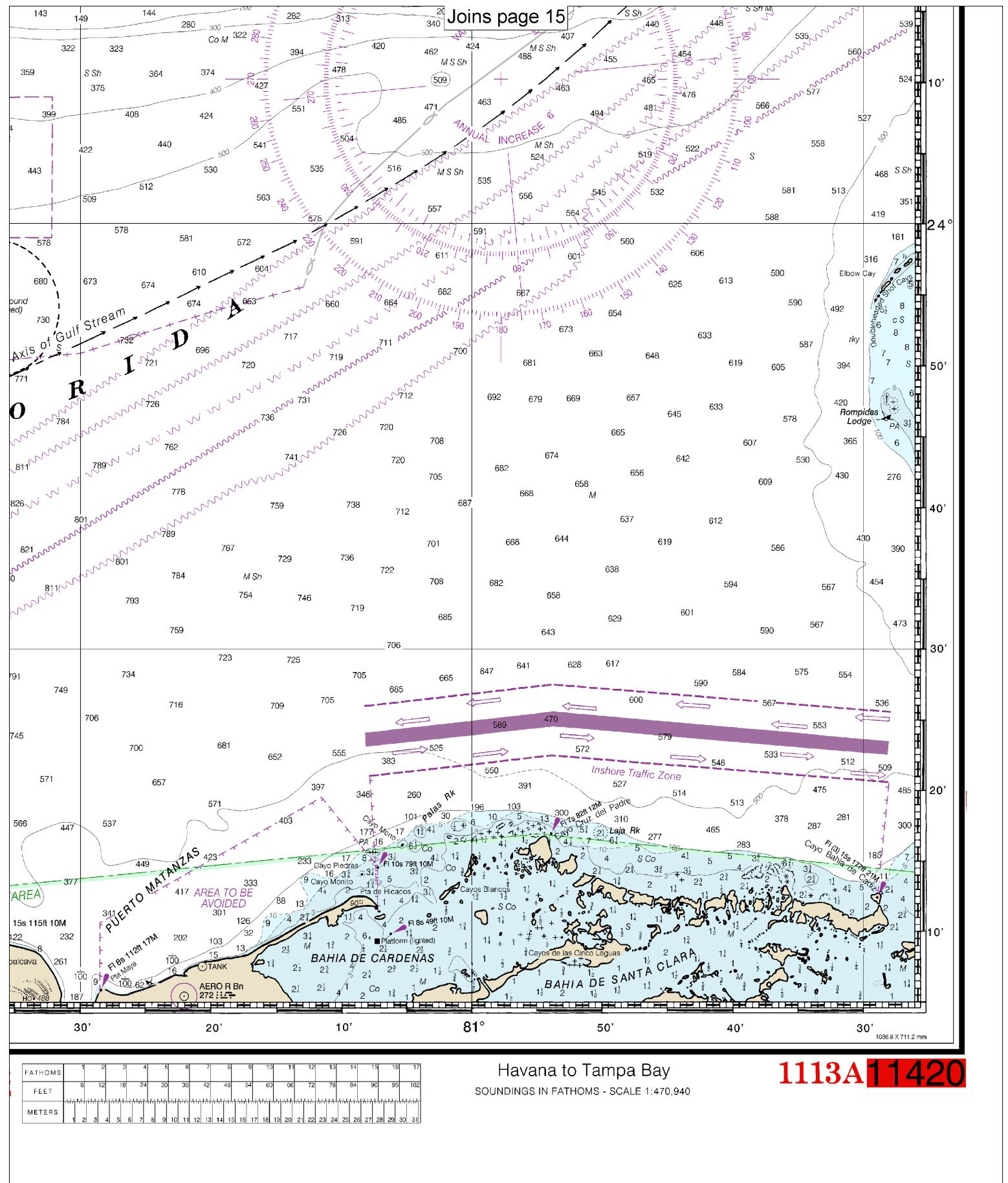


# SOUNDINGS IN FATHOMS

## SPECIAL PURPOSE OVERPRINT

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to June 1983.





EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information

— <http://www.nauticalcharts.noaa.gov>

Interactive chart catalog

— <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>

Report a chart discrepancy

— <http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx>

Chart and chart related inquiries and comments

— <http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>

Chart updates (LNM and NM corrections)

— [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)

Coast Pilot online

— <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

Tides and Currents

— <http://tidesandcurrents.noaa.gov>

Marine Forecasts

— <http://www.nws.noaa.gov/om/marine/home.htm>

National Data Buoy Center

— <http://www.ndbc.noaa.gov/>

NowCoast web portal for coastal conditions

— <http://www.nowcoast.noaa.gov/>

National Weather Service

— <http://www.weather.gov/>

National Hurricane Center

— <http://www.nhc.noaa.gov/>

Pacific Tsunami Warning Center

— <http://ptwc.weather.gov/>

Contact Us

— <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.